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CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY Czechoslovakia

SUBJECT Railroads: Construction and Expansion

DATE DISTR. 17 March 1952

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NO. OF ENCLS. 11: 10 diagrams\*  
(LISTED BELOW) and 1  
photograph\*\*SUPPLEMENT TO  
REPORT NO. [REDACTED] 25X1PLACE  
ACQUIRED [REDACTED]DATE OF  
INFO. [REDACTED]

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1. Much construction and repair work is being done on the Trät Družby (Association Line) which runs from Zilina (Q50/052) to Cierna nad Tisou (R49/E80) and connects Czechoslovakia with the USSR. The section from Zilina to Spišská Nova Ves (R49/D87) is now completely double-tracked, and trains on this line travel at normal speeds. Double-tracking of the section from Spišská Nova Ves to Kosice (R49/E34) has been continued and will be completed very soon except for the stretch between Margecany (R49/E16) and Mala Lodina (R49/E26), where work on a tunnel 4.5 km. long has slowed down progress. In many sections between Spišská Nova Ves and Kosice there is already double-track traffic, but only about eight trains travelling at lowered speeds use the new track daily. These trains are heavily loaded and are pulled by the heaviest types of locomotives in order to cause the roadbed to settle as soon as possible so that maximum double-track traffic can begin. Frequently, however, embankments along the line shift and have to be reinforced by stone and concrete fills. The full length of the railroad has been constructed for locomotives and cars with an axial thrust of 20 tons. The line was constructed by the CSSZ (Czechoslovak Construction Works), Branch for Transportation Construction, Kosice. The superintendent of the project was Ing. Slavos Dobron,

Two-thirds of the laborers on the project were from CSM and CSD labor brigades; the rest of the workers were employees of the CSSZ.

2. Between Margecany and Mala Lodina, the Zilina - Spišská Nova Ves line passes on a causeway over the Hornad river east of Rolova Ruta and proceeds through a single-track tunnel about 800 m. long. This tunnel was recently reinforced with concrete segments. The new tunnel for the second track has not been constructed parallel to the older one; it is turned slightly to the east so that it cuts the curve which the old track makes in passing through its tunnel. The new tunnel is about 4.5 km. long. It was begun in August 1951 and is being walled up now. It has 14 concrete ventilation ducts. Plans had been made to open the tunnel for public service in 1954, but now every effort is being made to complete it in 1953. The tunnel has caved in several times because of the lack of skilled workmanship and adequate safety precautions, and there have been many bottlenecks, for example, a shortage of stone for building retaining walls. About 1,200 men working in three shifts have been employed on the project. Construction of the tunnel has been entrusted to the Barata firm, the only Slovak firm specializing in the

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building of tunnels. The chief of Baraba is its former owner, Ing. Matus Baraba,

3. Work on reinforcing the full length of the Kosice - Michalany (R49/E51) - Slovenske Nove Mesto (R49/E50) - Cierna nad Tisou line has been progressing rapidly, and the construction of the new second track has been speeded up. It is believed that the second track will be completed by the end of 1952. From Slovenske Nove Mesto to Cierna nad Tisou, construction is relatively easy, since the road runs over level terrain. The railroad station at Slovenske Nove Mesto has been enlarged and by the end of 1952 is to have twice as many tracks as it now has.
4. In the Kysak (R49/E25) - Strazske (R49/E75) section of the Kysak - Strazske - Lupkow (R50/E99) line, work has progressed only with difficulty, since it has been necessary to build up embankments and make cut-ins beside the former single-track road. In the Strazske - Lupkow section, the second track was completed in 1950; work was facilitated by making use of the roadbed of the former double-track road there. A second track has already been built from Lupkow to Chyrov (S50/V52).
5. The entire Barovce nad Ondavou (R49/E73) - Matovce (R49/E91) - ~~Ugosed~~ (R49/A02) line is being double-tracked; the project is scheduled to be completed by the end of 1952. At Matovce, a new reloading station is under construction.
6. A new single-track railroad is under construction along the left bank of the Poprad river between Podolinec (R50/Y80) and Orlov/Plavec (R50/Z00). All preparatory work is completed, including the construction of two short tunnels and the laying of sleepers and rails. Work on this road has not progressed as rapidly as on other roads, however, since a large part of the machinery and many workers were transferred to construction jobs on the Trat Druzky. Work should nevertheless be completed by the spring of 1952.
7. A new single-track road which will connect Tisovec (Q49/D34), Revuca (Q49/D44), Lubenik (Q49/D54), and Slavosovec (Q49/D54) is now under construction. The track was started during World War II by order of the German authorities; when the war was over, work was stopped and was not resumed until 1950, when the construction of the Huko enterprise south of Kosice was planned. This railroad is very important for the iron works of Podgrozova (Q49/D06) and for the iron ore mines of that area and as a secondary east-west trunk line. The Tisovec-Revuca section has already been completed, although the terrain posed great problems. From Tisovec (429 m. above sea level), the new road ascends at a rate of 16 m. per kilometer for a distance of five kilometers and then descends for about 10 km. to the Plesivac (R49/D62) - Muran (R49/D76) road at a rate of 13 m. per kilometer. The new line joins the Plesivac - Muran line about three kilometers north of Revuca (312 m. above sea level), and from Revuca it proceeds to Lubenik, using the old railroad. The Lubenik - Slavosovec section of the road runs through rugged, hilly terrain across a mountain range more than 800 m. above sea level. A tunnel about two kilometers long will have to be drilled through the mountain at a point about 400 to 500 m. above sea level. Lubenik is 270 m., Slavosovec 425 m. above sea level. Work on this road is being done mostly by soldiers and should be completed by the end of 1952. Rail traffic at Tisovec was speeded up after the connecting line from Tisovec to Halny (Q49/D16) was built. This line by-passes the Tisovec station and thereby eliminates the necessity of using Tisovec as a turning station.
8. A new double-track railroad between Roznava (R49/D74,73) and Turna nad Bodvou (R49/A03) was started in 1949 and should be completed in 1952. It is being built for European gauge railroad cars with an axle load of 20 tons or less, and it is expected to be about 30 km. long. This line is of strategic importance, since it will cut rail traffic at Margecany in half. It is a part of the third Slovakian trunk line, which is being constructed along the Czechoslovak-Hungarian border. The new line branches off the present single-track line near Turna nad Bodvou, by-passes that city on the south, crosses the highway west of the village of Dvorniky (R49/D93), and follows the northern side of the highway. North of Jablonov nad Turnou (R49/D83) it enters rocky terrain about 600 m. above sea level. In this area, the planned line will pass through several valleys which must be

connected by additional bridges. A long viaduct and a tunnel must also be constructed. It has not yet been decided whether the tunnel will have to be two or four kilometers long. The Turna nad Bodvou end of the tunnel should be about 500 m. west of Jablonov nad Turnou; the Roznava end of the tunnel opens onto a plain which is 320 m. above sea level, and the railroad line continues along the southern side of the highway to Roznava, where it joins the present single-track Dobšina (R49/D66) - Plesivec line (about 270 m. above sea level).<sup>(3)</sup>

9. Preparations for a new single-track railroad between Smolník (R49/D94) and Mlýny Medzev (R49/E04) have already begun, and this road should be completed by the end of 1952. The line runs through hilly terrain which may present many problems; Smolník is 561 m., Mlýny Medzev 310 m. above sea level. The line runs through a narrow valley, and a tunnel about 2.5 km. long will have to be constructed. The Baraba firm plans to start work on this tunnel upon completion of the tunnel near Rolova Huta. GSH labor brigades are supposed to work on this job. The line is to be called the Slovenský Kras. The Smolník - Mlýny Medzev line is an extension of the Moldava nad Bodvou (R49/E13) - Mlýny Medzev line and is being constructed for two reasons: first, it will connect the iron ore mines and the Huko foundry, and second, it is the beginning of the conversion of the present narrow-gauge Smolník - Hnísek nad Hnilcem (R49/D95) line to normal gauge, which will represent would further relieve Margecany in east-west trunk line traffic.
10. At the request of the Huko Iron Works, the present single-track Barca (R49/E33) - Haniska (R49/E23) - Velká Ida (R49/E22) line is being repaired, and a second track is being constructed. This railroad should be completed and in operation by the end of 1952.
11. Bridges and viaducts have been reinforced and tunnels repaired along the Diviaky (Q49/C57) - Banská Bystrica (Q49/C76) railroad. The work was done by voluntary labor brigades composed of railroad workers and civilian employees.
12. The Trenčianska Teplá (P49/T58) - Vlarský Prusmýk (P50/T59) - Brno (P50/M40) line is single-tracked from Trenčianska Teplá to Veselí na Moravě (P49/T08) and double-tracked from Veselí na Moravě to Brno. Four more tracks have been added at the Vlarský Prusmýk station. Planned expansion of the station at Trenčianska Teplá was postponed till 1955 by order of the Ministry of Transportation.
13. In order to facilitate Czechoslovak-Soviet trade, several new reloading stations are being built along the Czechoslovak-Soviet border. A new reloading station is under construction about 1.5 km. south of the old Cierna nad Tisou reloading station. The new station will have 45 tracks and will be connected with the old station by turntables designed to transport single cars. It will be independent of the old station, since it will permit the conversion of cars to different gauges rather than the transloading of goods. Change of gauges will be accomplished on a section of track which will widen from European to Soviet gauge. As the cars are pulled at lowered speed, their gauges will be changed automatically, probably by means of a hydraulic device on the axles.<sup>(4)</sup> Special railroad cars with convertible gauges are being built by CKD Krivan in Turčianský Svätý Martin (Q50/C69) and are being assembled in Žilina. At present there are 300 such cars; they have been used to transport priority goods between Czechoslovakia and the USSR.
14. A new reloading station, which is to be known as Cepel, is under construction at Matovec on the Baranovce nad Ondavou - Uzgorod railroad east of Velké Kapusany. It is to be four kilometers long and three kilometers wide and will extend from the suburb Cepel (R49/E91) to the Soviet border. This station will have about 40 tracks with alternating Soviet and European gauge tracks and also tracks which connect Soviet and European gauge tracks. In addition the station will have 25 loading ramps, 12 of which will be roofed.
15. Ubla (S49/A15) is to be the site of the fourth reloading station along the Czechoslovak-Soviet border. Construction is supposed to begin in 1952, after the railroad from Stakcin (R49/A06) to Male Berezne is completed. The USSR is vitally interested in this project and is exercising pressure to have it completed as soon as possible.

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16. Because of the increased demands being made on the Czechoslovak railroad net, it has been found necessary to enlarge or to rebuild completely many stations in the interior of Czechoslovakia. The entire station at Kosice is being rebuilt and enlarged, and new engine sheds and maintenance shops are under construction. Increased traffic through Kosice, which was the result of the double-tracking of the Bratislava line, made this expansion necessary. Construction should be completed in 1953. For some time, Zilina has not been able to handle traffic adequately, despite the fact that a large marshalling yard was built there during World War II. A new marshalling yard and a freight station are at present under construction east of Zilina on the northern side of the Zilina - Martin/Vrútky line at the foot of Duben hill (600 m. above sea level). The two new installations, including a new engine shed with two turntables, maintenance shops, stores, and loading ramps, extend for a distance of two kilometers. Construction is supposed to be completed by the end of 1953. In 1946, the whole railroad station at Trenčín (P49/T58) was rebuilt, and the curve which the railroad formed was replaced by a straight rail line. An underpass leads from the station to two platforms. The passenger station has about five tracks, the freight station about ten. The railroad station at Slovenská Nová Histo is to be expanded to twice its present size. Other stations which are being enlarged are those at Barca, Haniska, Roznava, Zvolen (Q49/C74), Spišská Nová Ves, Pargocany, Nemsova, Vlásky Prusmyk and Horovce (P50/T70).
17. At present, the only reported Soviet-gauge tracks in Czechoslovakia are the reloading tracks at Cierna nad Tisou. Soviet-gauge reloading tracks are being laid at Matovce and will also be used at the reloading station at Uhla.
18. Electrification of the railroads in Czechoslovakia is progressing very slowly. The reinforced concrete poles for overhead power lines have been erected along the Zilina - Poprad/Tatry (Q50/D68) section of the Bratislava line, but the power lines have not yet been strung, and work on erecting the poles is progressing slowly in the Poprad/Tatry area. Electric locomotives are being manufactured in the ČSD workshops in Martin/Vrútky; up to now, however, only four have been completed and sent to unknown stations. If the electrification of the railroads is to be realized, numerous hydroelectric power stations will have to be erected. Such Slovak rivers as the Váh, the Hron, the Poprad, the Hornad, the Morava, and the Laborec are excellent for this purpose. They maintain a normal water level and a sufficient stream of current all year round. Power stations in Puchov (P50/D61) and Ilava/Dubnica (P49/T69) have been in operation since 1948, and the power station at Ladce (P50/D70) has been operating since 1949. These three stations are in the high-frequency net in the Váh river area and have been supplying all industrial enterprises in that area with electricity. Hydroelectric power stations are under construction at Kúbra (P49/T58), Beckov (P49/T47), and Dražovce u Píston (P49/T44). Little progress has been made on the Kúbra station, and it is possible that construction will be postponed indefinitely because of shortages of material. Work on the Beckov station will be completed soon; tests have already been run. The station at Dražovce u Píston will not be completed in the near future.
19.  types of heavy locomotives (Petistovky) are used on long-distance freight trains.  These are heavy engines with an axial thrust of about 14 to 19 tons and are capable of travelling from 60 to 120 km. per hour. 25X1
20. An average of 34 trains of all kinds pass through the station at Trenčianska Teplá per day. Twelve regular freight trains with material destined for Czechoslovakia or the USSR and one train from Austria to the USSR go through the station daily. The open cars of the freight trains are loaded with boxes covered with red wax-paper which probably contain arms and parts of machines. It is not known what is shipped in the closed freight cars, since no description of the contents is posted on the cars.
21. Army Railway Area Headquarters (Vojenská Tržní Zeleniční Velitelství) (VZV) has very greatly increased its military personnel. The new officers

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25X1

are to become as well acquainted as possible with their assigned sections of the Czechoslovak railroad net so that in the event of war they will be able to take over control of the railroads without any delay for training. The Commissioner of Transportation has ordered a joint commission of civilian and army railroad experts to check all railroads, railroad bridges, viaducts, tunnels, and installations at railroad stations in order to ascertain what reconstruction and repairs are necessary. By order of the General Directorate of Railroad Transportation, Ministry of Transportation, all construction and reconstruction of railroads must be completed by the end of 1952; all construction and reconstruction of bridges, viaducts, and tunnels must be completed by the end of 1953.

25X1 [ ] Comments: (1). [ ] the new tunnel was to be built parallel to the old one. [ ] observed that stones were being transported to Roloza Hut near the entrance to the old tunnel and assumed that they were to be used to build a retaining wall along the Horned river; [ ] the new tunnel must be parallel to the old one. Actually the stones were used to repair the old tunnel.

(2). If it is true that the new tunnel has been completely drilled through and is now being walled up, the tunnel should be in use by spring or summer of 1952.

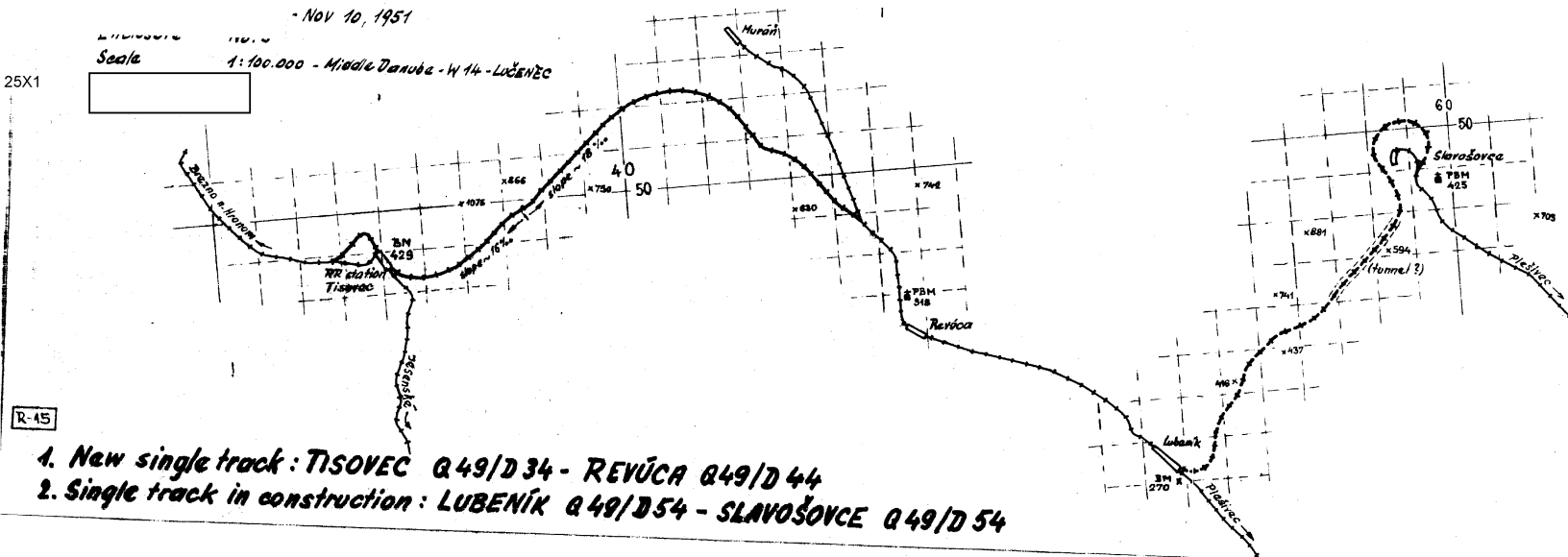
[ ] Comments: (3). See Attachment #4.

(4). See Attachments #7 & #8.

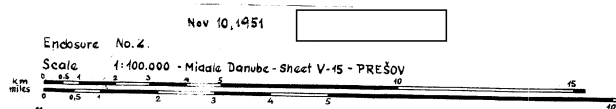
- Attachments:
1. Diagram of railroad network in Slovakia - Sept 1951\*
  2. Single track tunnel in construction (Margecany - M. Lodina)\*
  3. New single track (Tisovec - Revuca)\*
  4. Approximate location of new double track (Turna - Roznava)\*
  5. Approximate location of new single track (H. Medzev - Smolnik)\*
  6. Location of new reloading station at Cierna\*
  7. Diagram showing construction of wheels of trains with variable gauge\*
  8. Sketch showing tracks to change the gauge\*
  9. Factory CKD-Krivan at Turciansky Svätý Martin (photograph)\*\*
  10. Location of new marshalling yard at Zilina\*
  11. New location of station at Trencin\*

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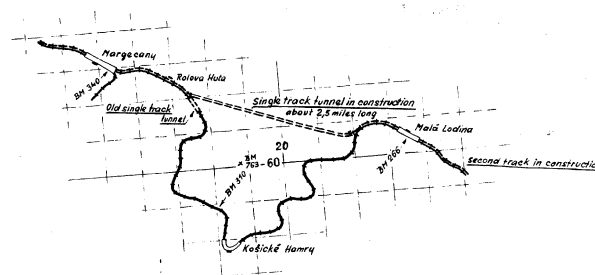
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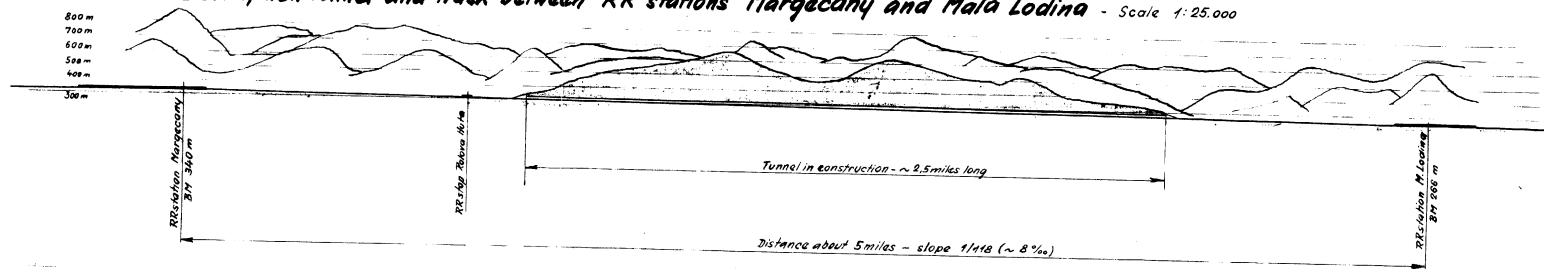
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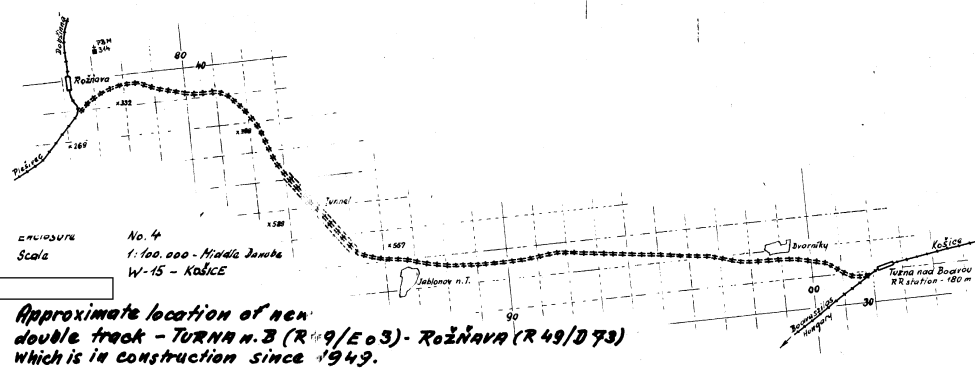
**"RR of Association"**  
**Single track tunnel in construction**  
**(Margecany R49/E16 - M. Lodina R49/E26)**



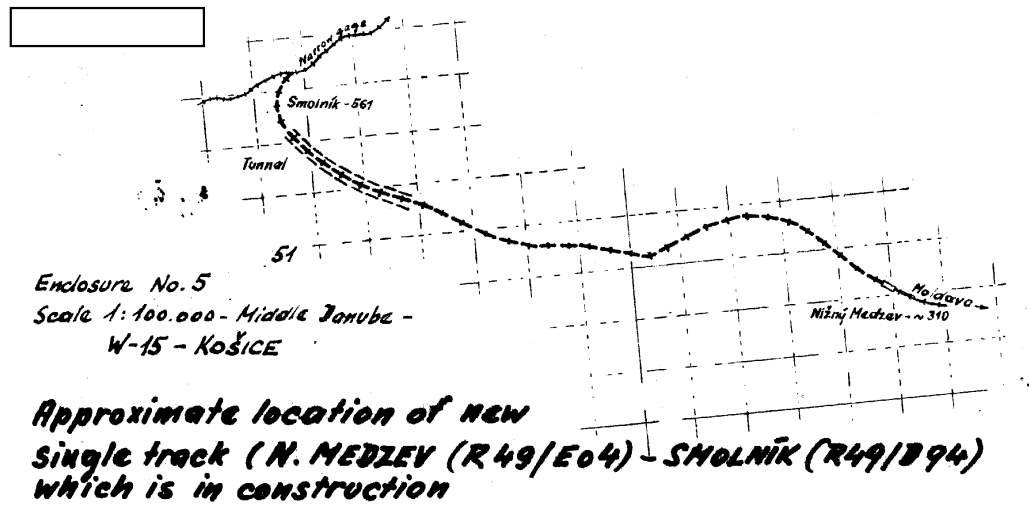
**Terraina-cut of new tunnel and track between RR stations Margecany and Malá Lodina - Scale 1:25,000**



Approved For Release 2006/03/18 : CIA-RDP82-00457R010900270004-2

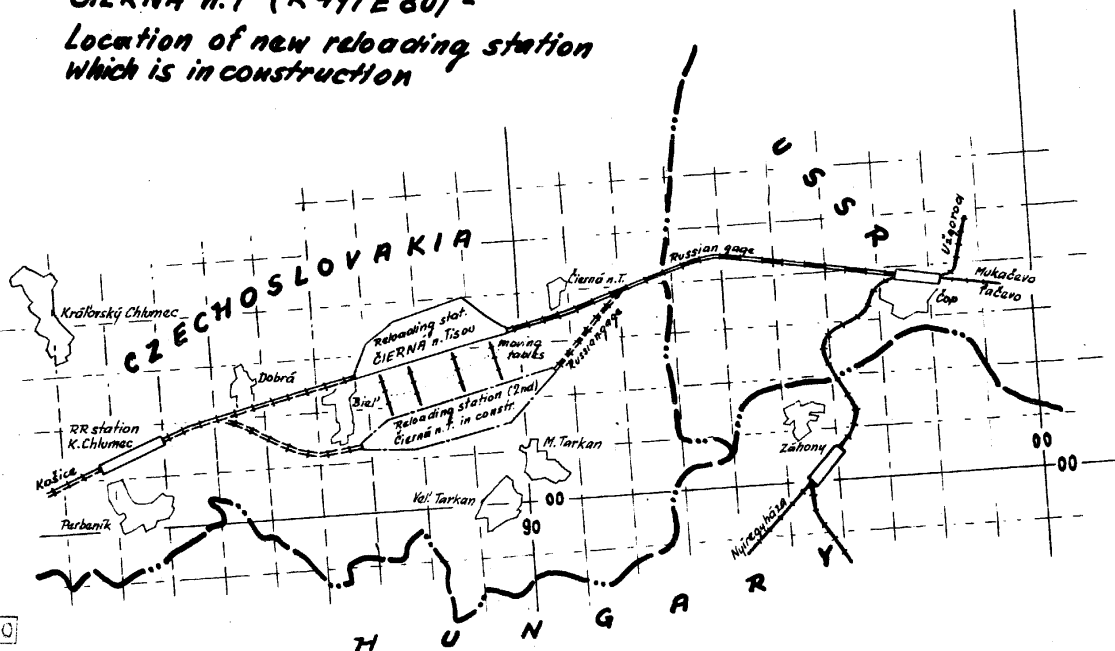


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Trial	Control	MCI	AD
1	95	85	75
2	95	85	75
3	95	80	70
4	95	78	68
5	95	75	65

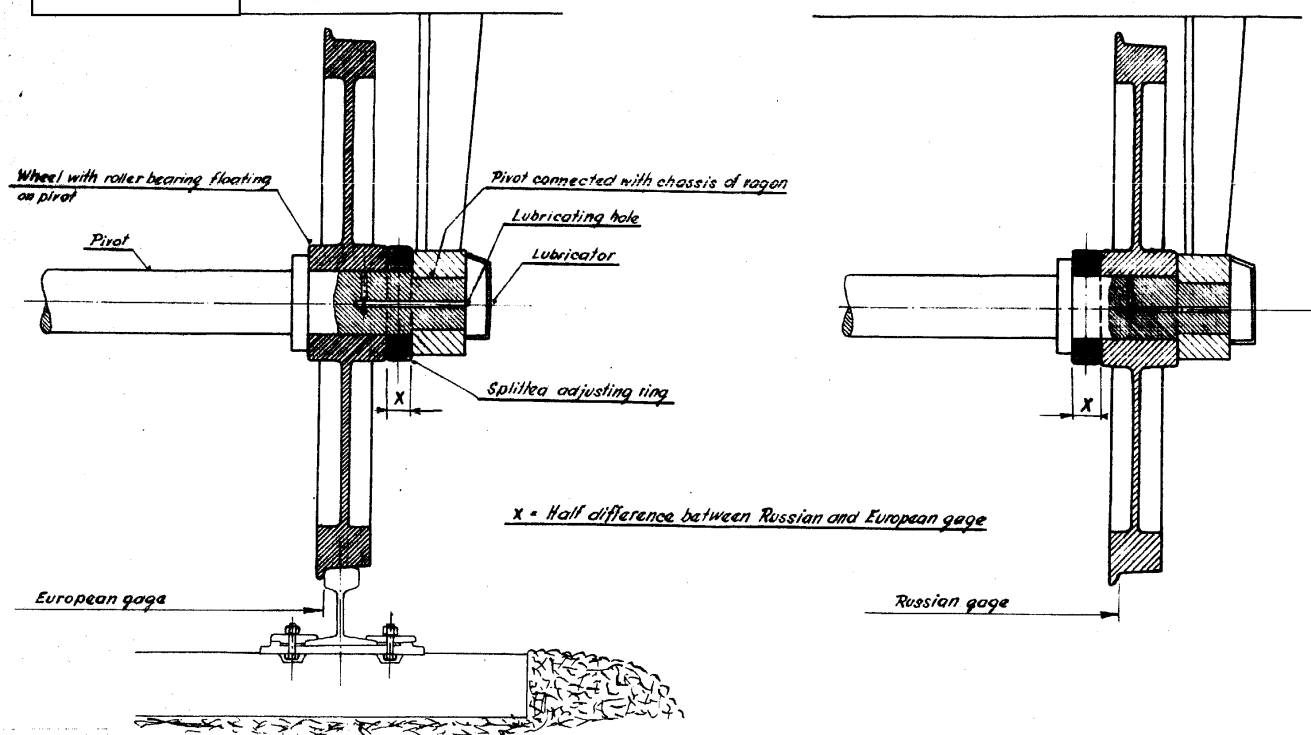
ČIERNĀ n.T (R 49/E 80) -  
Location of new reloading station  
which is in construction



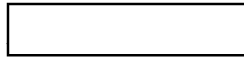
*Scheme showing construction of wheels anchorage  
of wagons with variable gage*

ENCLOSURE No. 4  
Scale No. —

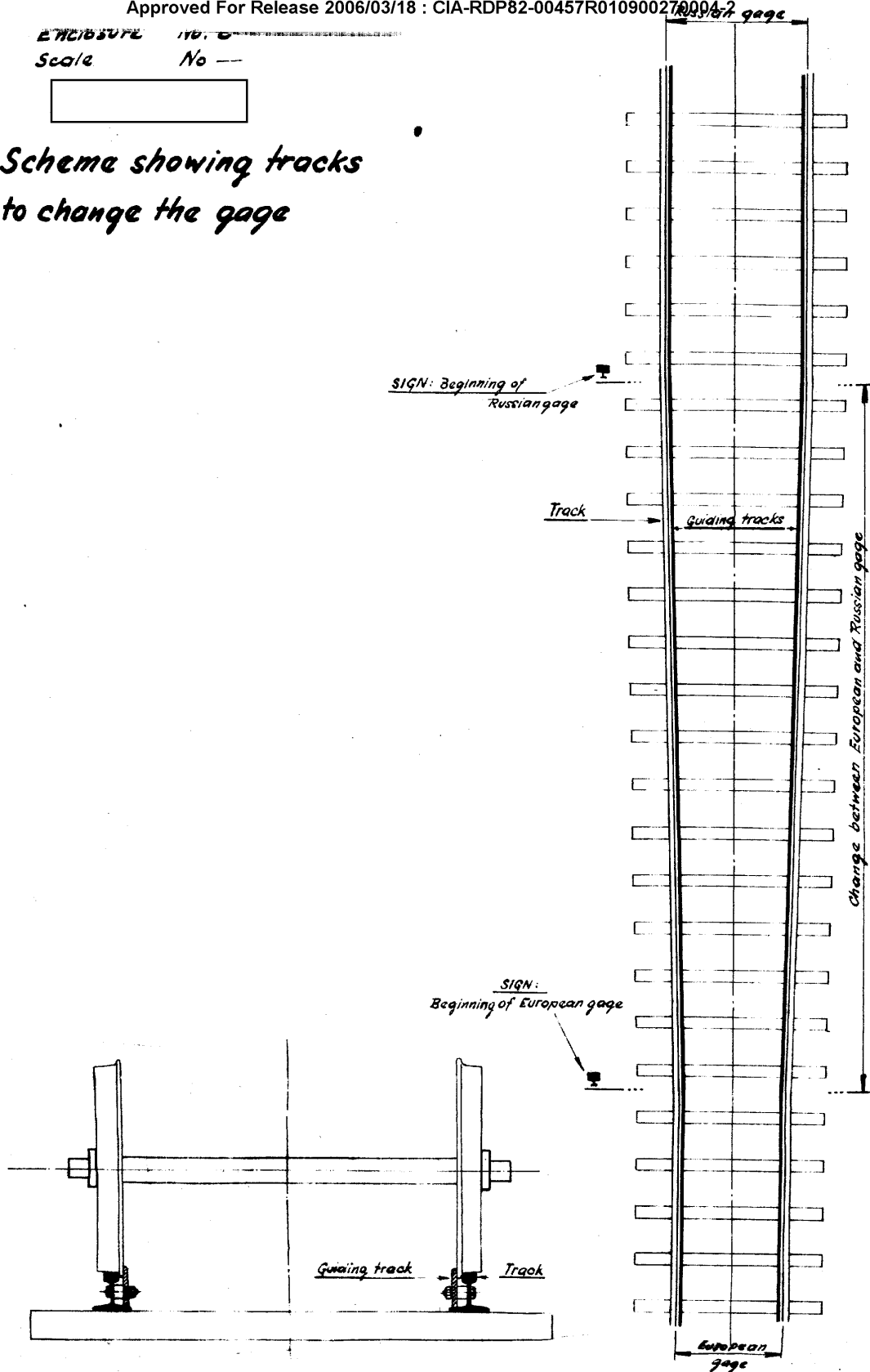
25X1



ENCLOSURE No. 110. 5  
Scale No. —

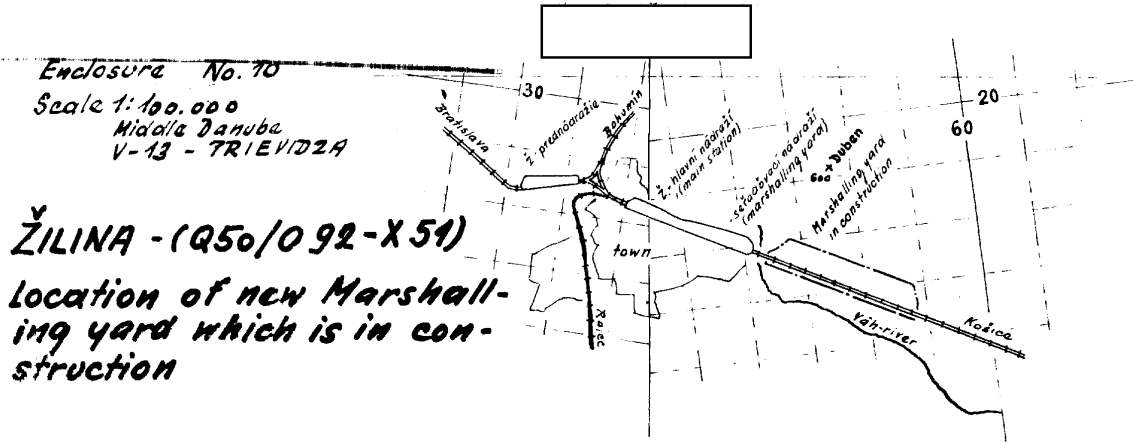


*Scheme showing tracks  
to change the gage*



X-13

25X1

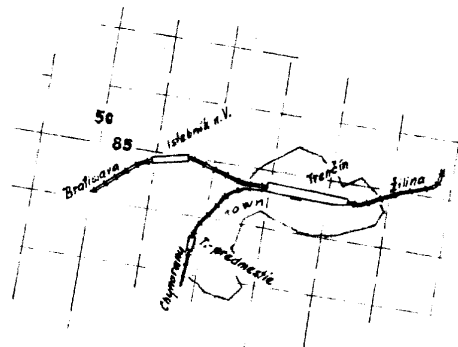


Z-3

25X1

Enclosure No. 11.  
Scale 1:100,000 - Middle Danube -  
V-12 - UHERSKÉ HRADIŠTĚ

**NEW location of RR station**  
**TRENCÍN (P49/T58)**



T-4

25X1

Enclosure No. 1  
Scale 1:750,000

# SCHEME OF RR NETWORK IN SLOVAKIA SEPT 1951

